

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. WA-HAG-0240

1. Name of Property (indicate preferred name)

historic Hagerstown Bus Terminal

other Blue Ridge Bus Terminal

2. Location

street and number 29-33 East Antietam Street not for publication

city, town Hagerstown vicinity

county Washington

3. Owner of Property (give names and mailing addresses of all owners)

name Olajide Jones Boluwarin/ Washington County Commissioners

street and number 101 1/2 Cypress Street/ Washington County Court House telephone

city, town Hagerstown state MD zip code 21742

4. Location of Legal Description

courthouse, registry of deeds, etc. Washington County Court House liber 2308 folio 315

city, town Hagerstown tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☒ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	<input checked="" type="checkbox"/>
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> defense	Noncontributing
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> buildings
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> sites
		<input type="checkbox"/> funerary	<input type="checkbox"/> structures
		<input type="checkbox"/> government	<input type="checkbox"/> objects
		<input type="checkbox"/> health care	<input type="checkbox"/> Total
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			1

7. Description

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Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Built in 1947, the Hagerstown Bus Station occupies a lot in the first block of East Antietam Street just east of Cramer Alley. One story in height and Modern in design it is distinctive among the neighboring buildings, most of which are two and three story brick residential or combined residential and commercial buildings dating from the late 19th century. The large 1964 Washington County Library building dominates the southeast corner of East Antietam and South Potomac Streets just west of the bus station. The bus station, constructed for the Blue Ridge Transportation Company is a concrete block building with a stepped parapet front covered with white and blue Carrara glass (structural pigmented glass) panels. A large central vertical pylon carried the name of the bus company. Flanking the recessed central entrance are large plate glass windows. The side and rear walls are exposed painted concrete block. A driveway along the east side of the building provides access to the covered platform where passengers boarded and disembarked from the busses. Busses exited onto Cramer Alley and Antietam Street.

The front section of the bus station is one story in height with a low sloped flat roof with parapets on the north, east and west sides. The rear section is taller with high glass block windows lighting the interior waiting area. This higher section has a very low pitched gable roof with its ridge running east-west, and stepped parapets covered with tiled coping at each end. Lower one story wings extend from the higher section on the east, south and west sides. A deep shed canopy extends along the south elevation over a concrete platform. Running perpendicular to the rear canopy is a long covered platform leading to the rear or south of the property. Along the platform are stalls to accommodate busses, with space for up to 13 busses at the time it was constructed. The covered platforms are supported by round metal columns with wooden cross brackets. The columns support horizontal plates bolted together to run the length of the platform. The rafters and collars of the roof system are exposed.

The attached Sanborn Insurance Map from 1951 shows the bus station foot print in completed form.

8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1947

Architect/Builder

Construction dates 1947

Evaluation for:

☐ National Register

☒ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The 1947 former Blue Ridge Transportation Company bus station is significant for its highly intact Modern architectural design and for its role in the regional transportation history, which led to Hagerstown becoming known as the “Hub City” for its importance in rail and road travel. The building retains most of its character defining features and appears essentially as built and thus has a high level of integrity of location, setting, design, materials, workmanship, feeling and association. It is listed in the National Register of Historic Places as a contributing property in the Hagerstown Historic District (WA-HAG-0158).

The Blue Ridge Line was providing bus service to Hagerstown by the 1920s. It began in the 1890s as the Blue Ridge Trolley which established the Potomac Edison Electric Company to provide electrical power for the interurban electric railway. The Potomac Edison Company eventually owned the Blue Ridge Transportation Company. According to the Western Maryland Regional Library’s web site (www.whilbr.org), “the *Potomac Edison News* of 1929 announced that the third bus terminal in the east was opened in Hagerstown, following the lead of New York and Baltimore. The terminal for buses starting in 1929 and in use until the end of World War II was in the basement of the Alexander Hotel on the Square – the entrance was off East Washington Street.”

The station in the Alexander Hotel served until the present building was opened in 1947. The Potomac Edison employees’ newsletter from February 1947 noted, “The new location of the Blue Ridge bus terminal in Hagerstown features a bus stop and passenger accommodation arrangement not present in this form at any other terminal along BR routes. The buses pull into numbered stalls arranged at an angle and load or discharge passengers at a platform which is covered. This method of handling traffic and buses has proved highly satisfactory to the public and to Blue Ridge at Hagerstown” (*Potomac Edison News*, February, 1947, quoted on the Western Maryland Regional Library web site, www.whilbr.org).

In the 1960s the bus station became the Greyhound terminal, until the terminal was moved outside of downtown Hagerstown in the 1980s. William Arrasmith was the architect for Greyhound Lines Bus Company from 1937-1960. He designed at least 50 terminals and facilities for Greyhound. In 1946 Arrasmith proposed a terminal for Hagerstown, which became the prototype for his Post World War II bus station designs. That Hagerstown terminal was never constructed, but a rendering of it is pictured in *The Streamline Era Greyhound Terminal: The Architecture of W.S. Arrasmith* by Frank E. Wrenick (2007) p. 153. The proposed terminal was much larger than the existing Hagerstown terminal with two full stories and the L-shaped pylon that became Greyhound’s trademark for post-war stations.

The Hagerstown Bus Station with its original Cararra Glass façade, windows, doors and platforms provides an excellent of Modern architecture of the streamline era, and evokes Hagerstown’s history as a major transportation center.

Following are historic views of the bus station courtesy of the Western Maryland Regional Library, acknowledging Michael Guessford, the Enoch Pratt Library and the Western Maryland Room of the Washington County Library.

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Continuation Sheet

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BLUE RIDGE LINES

Announcing
NEW LOCATION
BLUE RIDGE LINES
BUS TERMINAL

Effective Feb. 1, 1947

BLUE RIDGE BUSES WILL OPERATE FROM
THEIR NEW TERMINAL

31 East Antietam Street

HAGERSTOWN, Md. (Along "LOOP" City Bus Route)
PHONE 1820

LARGE COMFORTABLE WAITING ROOM
UNDER-COVER, INDIVIDUAL BUS LOADING
PLATFORMS

MODERN, CONVENIENT REST ROOMS
RESTAURANT — DRUG STORE
NEWS AND CIGAR STAND

Potomac Motor Lines, Will Continue to Operate From New Terminal
The L. & L. Motor Lines Will Operate From This Terminal

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Continuation Sheet

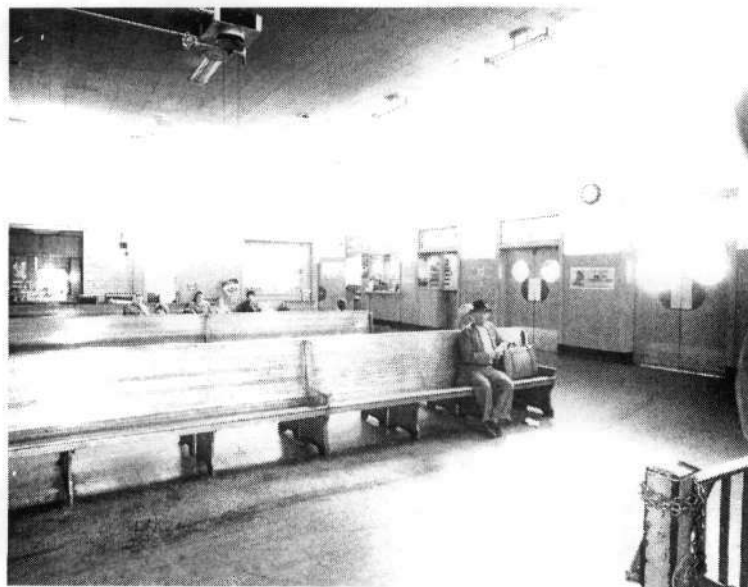
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HAGERSTOWN BUS TERMINAL



The new location of the Blue Ridge bus terminal in Hagerstown features a bus stop and passenger accommodation arrangement not present in this form at any other terminal along BR routes. As may be seen, the buses pull into numbered stalls

arranged at an angle and load or discharge passengers at a platform which is covered. This method of handling traffic and buses has proved highly satisfactory to the public and to Blue Ridge at Hagerstown.



Waiting room.

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View North from end of platform toward terminal building.

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View north from end of covered platform to terminal building.

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1964 View of Washington County Library under construction, with the bus station in the background.

9. Major Bibliographical References

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Western Maryland Regional Library (www.whilbr.org) "Hagerstown Bus Terminals"

Wrenick, Frank E., *The Streamline Era Greyhound Terminal: The Architecture of W.S. Arrasmith* Jefferson, NC:McFarland & Company, 2006

10. Geographical Data

Acreage of surveyed property Approximately ¼ acre

Acreage of historical setting Approximately ¼ acre

Quadrangle name Hagerstown

Quadrangle scale: 1:24,000

Verbal boundary description and justification

This parcel, recently divided in two with separate ownership is the property historically associated with the Blue Ridge Lines Bus Station. It is shown more fully in the attached Sanborn Insurance Map of 1951.

11. Form Prepared by

name/title	Paula S. Reed, PhD		
organization	Paula S. Reed and Associates, Inc.	date	1/26/10
street & number	One West Franklin Street, Suite 300	telephone	301-739-2070
city or town	Hagerstown	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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Sanborn Map 1951

Hagerstown Bus Terminal : 29-33 E. Antietam St.

Hagerstown, Md.

15
(10)

W. BETHESDA ST.

3

E. ANTIETAM

S. POTOMAC

14

16

S. LOCUST

E. BALTIMORE

W. BALTIMORE ST.

S. POTOMAC

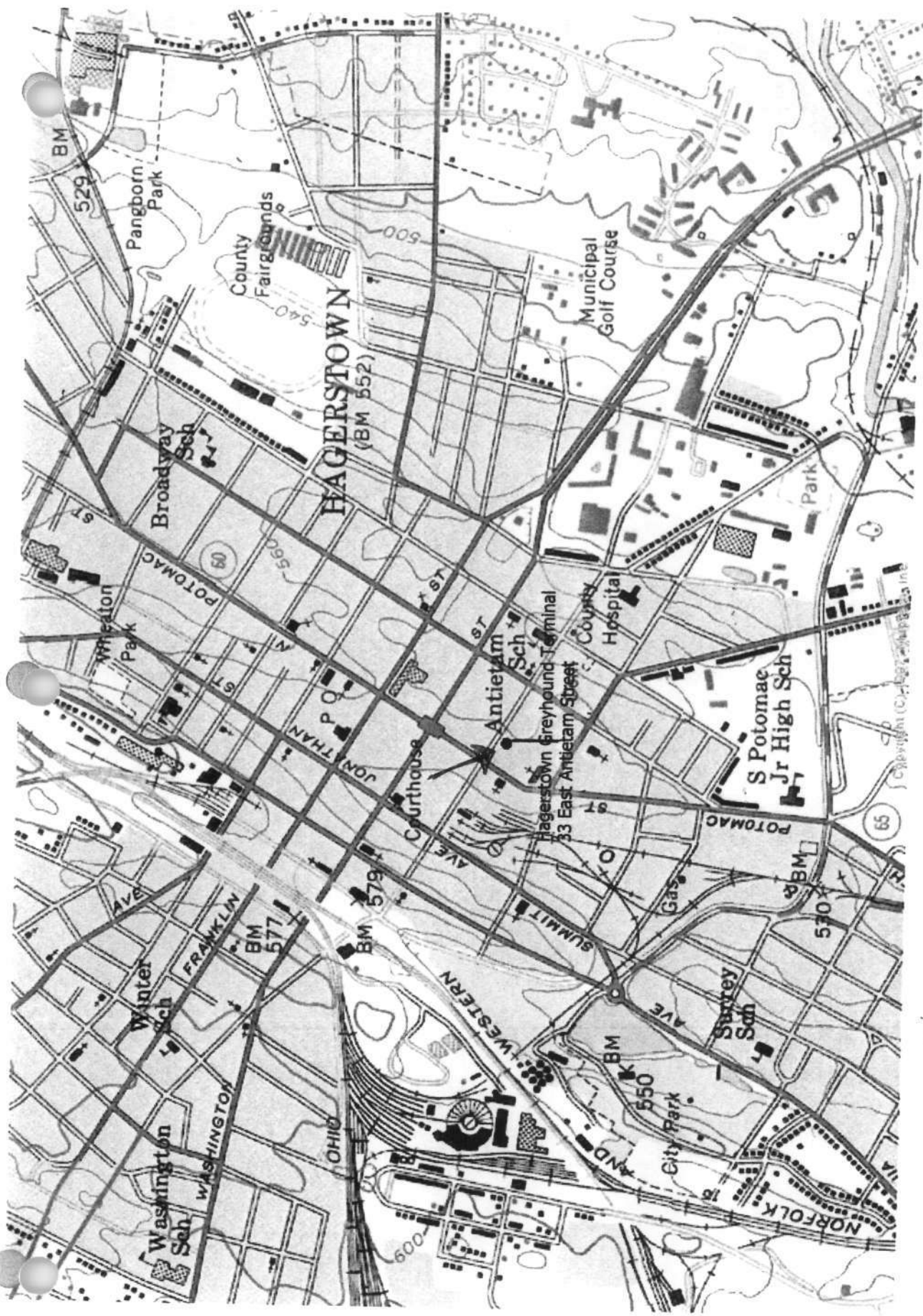
19

20

Scale of Feet.
0 50 100 150 200

Copyright 1951 by Sanborn Map Co.

WA-HAG-240



Hagerstown Quad



WA-HAQ-240

Former Hagerstown Greyhound Bus Terminal

33 E. Antietam St.

Hagerstown Historic District WA-HAG-158

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Setting, SE view



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Former Hagerstown Greyhound Bus Terminal

33 E. Antietam St.

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SW view

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Former Hagerstown Greyhound Bus Terminal

33 E. Antietam St.

Hagerstown Historic District WA-HAG-158

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S. view

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Former Hagerstown Greyhound Bus Terminal

33 E. Antietam ST.

Hagerstown Historic District WA-HAG-158

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NE view

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Former Hagerstown Greyhound Bus Terminal

33 E. Antietam St.

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Bixler and Cramer Alleys, bus shed NE view



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Former Hagerstown Greyhound Bus Terminal

33 E. Antietam St.

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From Bixler Alley, NW view, bus shed

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Former Hagerstown Greyhound Bus Terminal
33 E. Antietam St.

Hagerstown Historic District WA-HAG-158

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Rear of bus station and bus shed, NW view

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Former Hagerstown Greyhound Bus Terminal
33 E. Antietam St.

Hagerstown Historic District WA-HAG-158

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Rear of bus station and bus shed SW view

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Former Hagerstown Greyhound Bus Terminal

33 E. Antietam St.

Hagerstown Historic District WA-HAG-158

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Rear of bus station and bus shed SE view

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Former Hagerstown Greyhound Bus Terminal
33 E. Antietam St.

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Bus shed NE view

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Former Hagerstown Greyhound Bus Terminal
33 E. Antietam St.

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Bus shed, N view

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Former Hagerstown Greyhound Bus Terminal

53 E. Antietam St.

Hagerstown Historic District WA-HAG-158

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Bus shed, S view

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Former Hagerstown Greyhound Bus Terminal

33 E. Antietam St.

Hagerstown Historic District WA-HAG-158

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Bus shed, attachment detail

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